

## BRAC IMPLEMENTATION COMMITTEE MEETING SUMMARY – NOVEMBER 20, 2007

The Meeting was called to order at 7:30 by John Carman.

### Items Requiring Future Action

1. NNMC pre-release briefing to Committee on Draft EIS (tentatively Thursday, Dec. 6).
2. Confirm timeline for Review and Comment on Draft EIS
3. Committee should consider:
  - a. Is there a need for a standard format for response to Phil or will flowing prose work?
  - b. Should committee members be able to comment on any section they wish or should committee members chose/be assigned specific sections for comment?
  - c. Assuming the Dec. 22nd and 29th are off the table for meeting due to closeness to Holidays, what preferences are there for Dec. 8th (right after assumed release) or Dec. 15th (giving perhaps a week or two to read document before meeting) or both Saturdays for committee to meet ----- and January 5th or 12th (after that not much time for Phil to have time to write anything)
  - d. Any other points to consider?
4. Deliberations on specific proposals including but nit limited to:
  - a. Sidewalks and bike ways;
  - b. Intersections;
  - c. Rt 355 upgrades;
  - d. WMATA entrance;
  - e. Park and ride lots and bus shuttles;
  - f. Options for direct spur off beltway;
  - g. Mass transit options (Purple Line and CCT);
  - h. TDM program;
  - i. Other potential NNMC policy initiatives to reduce traffic
5. POSSIBLE TIMELINE FOR COMMITTEE COMMENTS ON DRAFT E.I.S. -- NOTE:  
The following is an extremely tentative proposed timeline. All days are approximate (indicated by "~"). Interim Committee meetings listed below could take place on weekends to allow for longer sessions
  - a. Day 0: Navy releases Draft EIS via email, press release, etc.
  - b. Day 1: Draft EIS is published in Federal Register (Dec. 16?), initiating the 45-day review period.
  - c. Day ~1: COMMITTEE MEETING: (December 18) Possible: Navy has public presentation with County Executive's BRAC Implementation Committee. While the Navy will hold public "workshops" on the Draft EIS and will have briefings with other bodies, this will be the Navy's only official briefing to the County.
  - d. Day ~2: John and Phil announce format in which views must be presented to Phil, largely based on the format of the Draft EIS.
  - e. Between Day ~2 and ~24: Committee members meet or have email conversations with their constituencies (i.e. community associations, chambers, etc.) to discuss

the Draft EIS. NOTE: Constituency meetings should be held well prior to Day ~24 in order to meet the Day ~25 deadline for their comments to be submitted.

- f. Day ~12: COMMITTEE MEETING: (January 5) Committee meets to discuss work to date. Possible briefing by MNCPPC staff. Continuous email dialogue among Committee.
- g. Day ~23: COMMITTEE MEETING: Committee meets again to discuss work to date. Possible briefing by MNCPPC staff. More email dialogue.
- h. Day ~24: Deadline by which individual Members of BRAC Committee will have met with their constituencies to discuss Draft EIS.
- i. Day ~25: Deadline for individual Members of BRAC Committee to submit to Phil their comments, based on meetings with constituencies.
- j. Day ~30: COMMITTEE MEETING: Final Committee discussion before Phil compiles completed report to County Executive. NOTE: Phil will craft a summary consensus document (with the Committee's advice and consent), and all comments submitted by BRAC Committee members will be included in their entirety in the Committee's recommendations to the County Executive
- k. Day ~33: Deadline by which Phil will have completed compilation of Committee comments, and submits to CE Leggett for review.
- l. Day ~40: Phil processes additional comments received by County Executive.
- m. Day 45: CE Leggett submits his formal, completed response.
- n. Day ~?: Follow-Up COMMITTEE MEETING; could take place on next regularly scheduled 3<sup>rd</sup> Tuesday.

6. Process chart of organizational relationship among various governmental agencies.

**Meeting Summary**

1. Updates:

- a. Phil reported on the Governor's BRAC Subcabinet October 18 meeting in Rockville – Led by County Executive Ike Leggett, Planning Board Chair Royce Hanson, DPWT Director Art Holmes, and Councilmember Roger Berliner, the County laid out its case for short- and long-term infrastructure improvements to address BRAC expansion at NNMC.
- b. Phil discussed the release of State BRAC Action Plan – The Governor's BRAC Subcabinet released a DRAFT State-wide BRAC Action Plan on November 14, for which the County's presentation at the Oct. 18 BRAC Subcabinet meeting in Rockville had been designed to address. The Committee had a lengthy discussion later in the evening (agenda item, #5).
- c. Status of federal Transportation-HUD (THUD) earmark re: MD355/Bethesda corridor study – Previously, the House of Representatives had approved a \$1 million earmark, and the Senate \$3 million, for a BRAC-related transportation study of the Route 355 Corridor. The House-Senate Conference has agreed on \$2,010,000 for this study. The Conference Report has not yet come up for a vote and the President has issued a veto threat over the Conference Report. The Committee discussed what specific areas were to be included in the study. John Carman said that the County's desire to expand the study further north and south has been communicated to the State, and should be repeated.

- d. Status of FY08 \$50 Billion supplemental war funding bill that includes \$416 million to accelerate completion of NNMC BRAC construction to 2010 – The bill is hung up in the Senate. No action is anticipated before January 2008, and it is unclear when the bill will come up for a vote.
  - e. On November 1, 2007, County Executive Leggett and Council President Praisner sent a letter to NNMC requesting an extension of the 45-day EIS review period. NNMC representatives said a final decision has not yet been published but that it was unlikely this request would be granted. **(letter attached)**
  - f. On November 2, 2007, County Executive Leggett sent a letter to the County's delegation in Annapolis emphasizing the County's BRAC related needs as the General Assembly began its Special Session. Letters were addressed to delegation chairs Sen. Rona Kramer and Del. Brian Feldman and County members of the Assembly's Joint BRAC Committee Sen. Rich Madaleno and Del. Bill Bronrott. **(letter to Sen. Kramer attached)**
  - g. On November 2, 2007, DPWT Director Art Holmes sent a letter to MDOT Secretary Porcari listing the county's short-term BRAC-related needs. This letter was sent at Sec. Porcari's request, to offer guidance as the State's BRAC Action Plan was being drafted. **(letter attached)**
  - h. Phil reported on recent meetings with several neighborhood associations and the BCC Chamber of Commerce to discuss BRAC.
  - i. Phil has been asked to serve on MNCPPC's Purple Line Master Plan Advisory Group. MPAG has representatives of impacted communities from Bethesda to Takoma Park and has had two organizational meetings to date.
  - j. Ilaya Hopkins reported on the formation of the Coalition of Military medical Center Neighbors. **(flyer attached)**
2. Council Member Mike Knapp (D-Upcounty), who will be Council President in 2008, gave a presentation on the Corridor Cities Transitway. The CCT is a proposed light rail or bus rapid transit line from the Shady Grove Metro Station to Clarksburg, and ultimately to Frederick. He observed that many employees at NNMC, WRAMC and NIH live in communities that would be served by the CCT. The following links, which are included on the County's BRAC web site, give information about the CCT and employee commutes:
- a. MTA projects: <http://www.mtmaryland.com/projects/>
  - b. MDOT I-270 corridor study: <http://www.i-270corridor3.com/pages/deis.htm>
  - c. NNMC Employee Distribution:
    - 1. Map:  
[http://www.montgomerycountymd.gov/content/exec/brac/pdf/nnmc\\_employee\\_map.doc](http://www.montgomerycountymd.gov/content/exec/brac/pdf/nnmc_employee_map.doc)
    - 2. Employee Survey:  
[http://www.montgomerycountymd.gov/content/exec/brac/pdf/nnmc\\_employee\\_survey-2007.doc](http://www.montgomerycountymd.gov/content/exec/brac/pdf/nnmc_employee_survey-2007.doc)
  - d. WRAMC Employee Distribution, by County:  
[http://www.montgomerycountymd.gov/content/exec/brac/pdf/wramc\\_civilian\\_employees-2007.xls](http://www.montgomerycountymd.gov/content/exec/brac/pdf/wramc_civilian_employees-2007.xls)



3. Phil led a brief discussion of a long-range legislative strategy still being developed to secure federal funding for off-the-base infrastructure projects that would support the successful mission of NNMC. His main points were:
  - The smooth functioning of the infrastructure around the Walter Reed National Military Medical Center (WRNMMC) is crucial to the success of the Hospital, a critical element in our national defense.
  - Even though the local infrastructure supports on-base activities, DoD cannot lobby for outside-the-fence infrastructure improvements.
  - Montgomery County is proud to be home to the new WRNMMC, but neither the County nor the State have the resources to make the local infrastructure meet the demands of the new facility.
  - BRAC is a federal mandate to provide for national security by improving the operation and efficiency of our domestic military bases. Therefore, the federal government has a moral obligation to work with the County and the State to ensure that the local infrastructure properly supports activities at WRNMMC.
  - This is NOT a local issue; this IS a National issue, about access to the hospital for doctors, patients and emergency vehicles.
  - This issue – funding off-campus infrastructure improvements -- is separate from funding the war. This is about access to health care for wounded warriors and military retirees.
  - This effort would NOT be a County activity. This would be an independent endeavor by a coalition of stakeholders, including local and regional governments, civic and business groups, military and veterans organizations, and others.
4. John initiated a discussion on citizen advocacy – how the BRAC Committee and its members can influence our elected representatives on the local, state and federal levels to **fight** for the County's BRAC needs. Councilmember Mike Knapp, Delegate Bill Bronrott, Melanie Wenger (County's Office of Intergovernmental Relations), Joan Kleinman (representing Congressman Chris Van Hollen), and Sue Tabach (representing Senator Barbara Mikulski) participated in this discussion. Main points were that the Committee needs to have a cohesive message and must understand how the County's BRAC needs fit into the County's overall needs, particularly in regards to funding. The Committee also needs to understand that each elected representative has a broader constituency with priorities that extend beyond NNMC BRAC. Councilmember Knapp gave a detailed account of the County's budgeting schedule (Capital budget determined by January 15, Operating Budget by March 15). There was discussion of amending DPWT's budget request to include upgrades to the pedestrian/bike path master plan in the county Capital Improvement Program (CIP). Delegate Bronrott emphasized the need to work with other regional delegations on matters that cross County lines. Both recommended that the Committee have meetings with the County Council and our Annapolis delegation, together and individually where appropriate. Delegate Bronrott provided a contact list for the Committee to use to contact Maryland officials (**list attached**). There was discussion about the Purple Line – some Committee members want to encourage local representatives to put back on the table the "Loop" plan that would directly serve NNMC and NIH.

5. John initiated a discussion of the State's Draft BRAC Action Plan that had been released on Nov. 14. The consensus of the Committee is that the Draft did not address specific project requests supported by the Committee and requested by the County. The Committee view is that the State did not recognize the unique aspects of our BRAC: it is urban and its impacts are more concentrated rather than regional. Current projects identified by the State as being BRAC-related in fact have little or no connection to our BRAC. The Committee directed Phil to draft a letter to County Executive Leggett to offer guidance for his response to the Draft Plan
  6. Update from NNMC: Captain Malanoski believes the Draft EIS will receive the necessary approvals to be published within the first two weeks of December, with the end of the 45-day review period being approximately January 31, 2008. He plans to host a pre-release briefing for the BRAC Committee at NNMC; he believes this meeting will take place the evening of Thursday, December 6. This is not a public meeting. He and Ollie Oliveria believe the EIS document will be straightforward and not as complex as has been anticipated by the general public.
  7. Committee review of the Draft EIS. The Committee discussed a tentative timetable for this process. Based on previous discussions of the need for community and business groups to have interim meetings, and for the need for the BRAC Committee to submit its recommendations to the County Executive in a timely manner, it was agreed that the Committee's next regularly scheduled meeting (Tuesday December 18) would be an appropriate time to discuss initial reactions to the Draft EIS. The meeting will convene at 6:00 p.m. rather than 7:30. A follow-up meeting will be Saturday, January 5. Phil and John will revise their previously distributed tentative schedule for the Committee to conduct its review. Phil said d he intends to include the complete text of all comments submitted by Committee members but that he wants to craft a document summarizing the Committee's views in a manner that parallels the format of the Draft EIS. Phil said that he will try to reflect consensus views when appropriate or various individual points of view on matters where consensus is lacking.
  8. Public comments: Pam Browning of the Greater Bethesda Chevy Chase Coalition distributed a memo on "Recommendations to Study the Purple Line Loop for BRAC." (**memo attached**). Richard Hoyer, representing Councilmember Duchy Trachtenberg, spoke of possibilities for advancing plans to complete and expand the County's pedestrian/bike plan Master Plan.
- The meeting was adjourned at 9:50 p.m.
  - The next regularly Committee meeting is Tuesday, December 18, at 6:00 (not 7:30) p.m. at the BCC Services Center.

**Committee members in attendance, November 20, 2007:**

Phil Alperson, County BRAC Coordinator  
Stan Schiff (for Jon Alterman), Bethesda Parkview Citizens Assn.  
Pat Baptiste  
John Carman, Committee Chairman  
Chuck Floyd  
Representative for Brian Gragnolati, Suburban Hospital  
Royce Hanson, MNCPPC  
Ilaya Hopkins, East Bethesda Citizens Assn.  
Ginanne Italiano, GBCCC  
Dave Dabney (for Richard Lashley), Bethesda Urban Partnership  
Janet Maalouf, Maplewood Citizens Assn.  
William McGlockton, Stone Ridge School  
Deborah Michaels, Glenbrook Village Homeowners Assn.  
Patrick O'Neil, BCC Chamber of Commerce  
Ron Spalding, MDOT  
Patrick O'Neill, GBCCCC  
Mohammad Siddique, DPWT  
David Smith, Western Montgomery County Citizens Advisory Board  
Paul Thaler, Locust Hill Citizens Assn.  
Melanie Wenger, County Office of Intergovernmental Relations

**Ex-officio:**

Delegate Bill Bronrott  
Joan Kleinman (Rep. Van Hollen)  
Captain Mike Malanoski, NNMC  
David "Ollie" Oliveria, NNMC  
Sue Tabach (Sen. Mikulski)  
Ken Reichard (Sen. Cardin)  
Randy Treiber, WRAMC

**Other attendees**

Pam Browning, Greater Bethesda Chevy Chase Coalition  
Dennis Coleman, NIH  
R. Gary Dinsick, U.S. Army, Development & Acquisition  
Cyrena Eitler, Office of Economic Adjustment  
Shahriar Etemadi, M-NCPPC  
Wayne Goldstein, Montgomery County Civic Federation  
Scott A. Gutschick, Montgomery County Fire & Rescue Service  
Leslie Hamm, BCC Services Center  
Richard Hoyer (Councilmember Duchy Trachtenberg)  
Councilmember Mike Knapp  
Julie Woepke, MD DBED Military Affairs  
Mal Rivkin



OFFICE OF THE COUNTY EXECUTIVE  
ROCKVILLE, MARYLAND 20850

Isiah Leggett  
County Executive

October 26, 2007

Hon. Rona E. Kramer  
Senator, District 14  
James Senate Office Building, Room 214  
11 Bladen Street  
Annapolis, Maryland 21401

Dear Senator Kramer:

As Chairs of Montgomery County's Annapolis delegation and members of the Joint Committee on Base Realignment and Closure (BRAC), I want to bring your attention to priority projects for which Montgomery County seeks funding. I urge you to give these projects your utmost attention as you begin the special session of the General Assembly.

As you know, the BRAC process will have significant impacts on Montgomery County. The impending consolidation of the Walter Reed Army Medical Center (WRAMC) and the National Naval Medical Center (NNMC) at the NNMC campus in Bethesda will bring unanticipated growth to our region and create new strains on our infrastructure. By federal statute, the consolidation is set for completion by 2011 and the President has submitted a funding request to Congress that would accelerate completion to the spring of 2010.

This schedule presents enormous challenges to our County. NNMC expects to see a net increase of at least 2,500 employees at the Bethesda campus, and a doubling of the annual outpatient load, resulting in as many as one million visits to the campus each year, most by car in an urban community where roadways and intersections are already at capacity or failing.

If unmet, these new challenges will result in daily gridlock in the surrounding community that could threaten the viability of the hospital. Gridlock could also prevent the movement of emergency vehicles to three major medical facilities – NNMC, the National Institutes of Health, and Suburban Hospital (the region's designated trauma center during a crisis in the National Capital Region). If patients, doctors and emergency vehicles are unable to reach their destination because they are mired in gridlock every day, then we will have failed in our mission to provide care to the wounded warriors and veterans NNMC is meant to serve.

Therefore, I urge you to focus special attention on the list of projects I recently submitted to the Governor's BRAC Subcabinet. It is essential that these short-term and long-term projects be funded so that the County's infrastructure is prepared to serve the expanded Walter Reed National Military Medical Center and its most special patients in the many years to come.



These projects are not currently in the Consolidated Transportation Program because BRAC was not anticipated. However, as the BRAC process moves forward these projects take on a new sense of urgency:

Short term projects include:

- Improving and widening MD 355 in the vicinity of NNMCM, adding turn lanes at key intersections and improving entrances and pedestrian access to the NNMCM campus:
  - MD 355 @ Cedar Lane (Phase I);
  - MD 355 @ Jones Bridge Road;
  - MD 355 @ South Wood Road;
  - MD 355 @ North Wood Road;
  - MD 185 @ Jones Bridge Road; and
  - MD 187 @ Cedar Lane.
- Construction of a Medical Center Metro station entrance on the east side of MD 355; and
- Expansion of park-and-ride service.

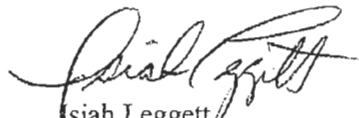
Long-term projects include:

- Comprehensive study of MD 355 and Related Corridors, including MD 187 and MD 185 and extending the study area north to Montrose Road and south to MD 410;
- Feasibility study, with DOD, for an off-ramp from I-495 to the NNMCM Campus;
- Expedient studies of the Purple Line and Corridor Cities Transitway;
- Grade separated interchange at MD 355 @ Cedar Lane (Phase II);
- Grade separated interchange at MD 355 @ Nicholson Lane; and
- If NNMCM fails to provide shuttle service to its campus, assistance with construction of North County Bus Depot to enhance County-provided shuttle service to NNMCM.

Montgomery County is proud to be home to some of the most gifted minds in the medical and scientific communities. We look forward to our role as home to the expanded Walter Reed National Military Medical Center. We are doing our part, planning pedestrian enhancements, including bikeways and trails, to facilitate safe movement between the medical centers, the commercial core and surrounding neighborhoods. But we will need your help.

Thank you for your assistance. I look forward to working with you on this urgent matter.

Sincerely,



Isiah Leggett  
County Executive

cc: **Hon. Richard Madaleno, Jr.**  
Hon. William A. Bronrott  
Hon. Brian J. Feldman





Montgomery County Government

ROCKVILLE, MARYLAND 20850

November 1, 2007

Richard R. Jeffries, Rear Admiral  
Medical Corps, U. S. Navy  
Commander, National Naval Medical Center  
8901 Wisconsin Avenue  
Bethesda, MD 20889

Mr. David K. Oliveria  
BRAC Program Manager  
National Naval Medical Center  
8901 Wisconsin Avenue  
Bethesda, MD 20889

Dear Sirs:

We are writing again regarding the Environmental Impact Statement and Master Plan for the proposed expansion of the National Naval Medical Center (NNMC), as required by the Defense Base Closure and Realignment Act of 1990, as amended.

As you know, the Department of the Navy is preparing a draft Environmental Impact Statement (EIS) and a Master Plan for the expansion, which we have been informed will be released early in December. The Navy currently plans to provide the public a 45-day period to review and comment on the draft EIS and Master Plan.

As we did last July, prior to the anticipated release of the Draft EIS at that time, we would like to bring to your attention our concerns regarding the length of time the Navy plans to provide the public to study and respond to the draft EIS and Master Plan. We do not believe that 45 days will be sufficient for the public to comment on these documents, which generally include hundreds or even thousands of pages and cross-referencing of complex statistics and scientific analysis. The challenges of combining the operations of the Walter Reed Army Medical Center (WRAMC) with those of the NNMC in Bethesda further complicate these studies. In addition, release of the Draft EIS and Master Plan in December would coincide with the annual holiday season, for which many elected representatives, professional staff and members of the community have already made plans that would prevent them from devoting adequate attention to these very important documents.

We ask that you extend the 45-day public review by an additional 45 days. A 90-day comment period will ensure that expansion of the NNMC is done in a manner that minimizes impacts on the surrounding community while maximizing the services it provides to the military personnel who work and receive medical care at NNMC.

Thank you for your attention to this request.

Marilyn J. Praisner, President  
Montgomery County Council

Sincerely,

Isiah Leggett  
County Executive



DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Isiah Leggett  
County Executive

November 2, 2007

November 2, 2007  
Page 2 of 2

The Honorable John D. Porcari, Secretary  
Maryland Department of Transportation  
P.O. Box 548  
Hanover, Maryland 21076

Dear Secretary Porcari:

I want to bring to your attention short-term priority projects for which Montgomery County seeks funding, relating to the impacts of the Base Realignment and Closure (BRAC) process. I urge you to give these projects priority attention.

As you know, the BRAC process will have significant impacts on Montgomery County. The impending consolidation of the Walter Reed Army Medical Center (WRAMC) and the National Naval Medical Center (NNMC) at their campus in Bethesda will bring anticipated growth to our region and create new strains on our infrastructure. By federal statute, the consolidation is set for completion by 2011 and the President has submitted a funding request to Congress. If approved, it would accelerate completion to the spring of 2010.

This schedule presents enormous challenges to our County. NNMC expects to see a net increase of at least 2,500 employees at the Bethesda campus, and a doubling of the annual outpatient load, resulting in over 900,000 visits to the campus each year, most by car, in an urban community where roadways and intersections are already at capacity or failing.

If unmet, these new challenges will result in daily gridlock in the surrounding community that could threaten the viability of the hospital. Gridlock could also prevent the movement of emergency vehicles to three major medical facilities - NNMC, the National Institutes of Health, and Suburban Hospital (the region's designated trauma center during a crisis in the National Capital Region). If patients, doctors and emergency vehicles are unable to reach their destination because they are mired in gridlock every day, then we will have failed in our mission to provide care to the wounded warriors and veterans that NNMC is meant to serve.

As you know, recently Montgomery County Executive Isiah Leggett submitted a list of BRAC-related projects to the Governor's BRAC Subcabinet for which he seeks state assistance. They are all essential if we are to address the challenges of BRAC, but today I urge you to focus special attention on certain short-term projects that I believe can be completed by the time the expanded Walter Reed National Military Medical Center (WRNMMC) opens.

Office of the Director

1001 Monroe Street, 10th Floor • Rockville, Maryland 20850 • 202-777-7170 • 202-777-5178 FAX  
www.montgomerycountymd.gov  
Location one block west of the Rockville Metro Station

These projects are not currently in the Consolidated Transportation Program because BRAC was not anticipated. However, as the BRAC process moves forward, these projects take on a new sense of urgency.


The short term projects comprise a comprehensive plan to improve and widen MD 355 in the vicinity of NNMC, by adding turn lanes at key intersections and improving entrances and pedestrian access to the NNMC campus. Key intersections include:

- MD 355 @ Cedar Lane (Phase I)
- MD 355 @ Jones Bridge Road
- MD 355 @ South Wood Road
- MD 355 @ North Wood Road
- MD 185 @ Jones Bridge Road
- MD 137 @ Cedar Lane

Montgomery County is proud to have some of the most gifted minds in the medical and scientific communities. We look forward to our role as home to the expanded WRNMMC. We are doing our part by planning pedestrian enhancements, including bikeways and trails, to facilitate safe movement between the medical centers, the commercial core and surrounding neighborhoods. But, we will need your help.

Thank you for your assistance. I look forward to working with you on this urgent matter.

Sincerely,

  
Arthur Holmes, Jr.  
Director

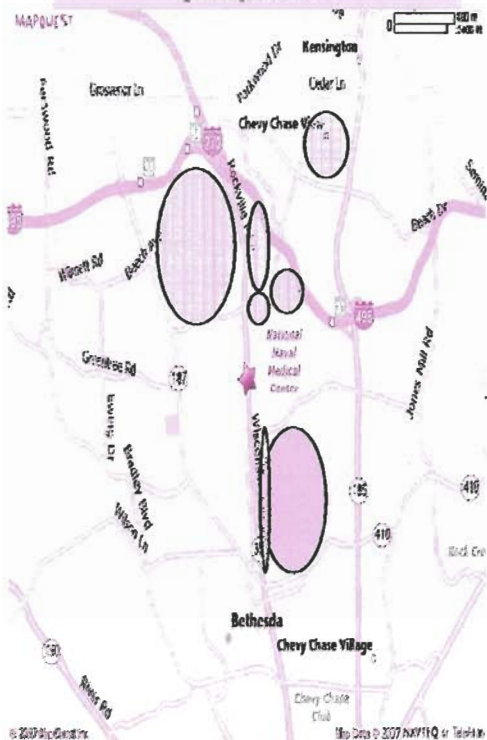
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JOIN US TO MAKE THIS BRAC WORK

# Coalition of Military Medical Center Neighbors

*Providing an invaluable voice that decision makers can leverage as a way to gain insight and input from our unique perspective.*



**Bethesda Parkview, Chevy Chase View, East Bethesda, Glenbrook Village, Maplewood, Locust Hill Estates, Stone Ridge School and growing**

Representing over 3,000 residents who live, work and go to school in the nearby area, we are focused on Traffic Mitigation, Development, and Community Involvement to:

- **Reduce the number of Single Occupancy Vehicles on arterial roadways:**

- ✓ Study the feasibility of direct access to the base from I-495 as a viable solution to congested roadways
- ✓ Immediately improve access at entrance points to the base to reduce standing traffic
- ✓ Build east entrance to the Metro and provide pedestrian access across Rte. 355
- ✓ Study Rte. 355 to improve traffic flow
- ✓ Encourage non-vehicular access to the base
- ✓ Strongly encourage sound Traffic Demand Management on the base

- **Include cumulative effects of proposed and future development along the 355 corridor, including that at NIH/Medical Center in any future planning.**
- **Actively engage the public about the critical role they can play in providing input to the process.**

For more information and to find out how your civic association can get involved, contact Ilaya Hopkins at 301-907-9878 or join [www.groups.yahoo.com/group/CMMC�](http://www.groups.yahoo.com/group/CMMC�)

## **Lobbying the State of Maryland on Funding for BRAC Projects**

### **MARYLAND MANUAL**

A guide to Maryland's executive, legislative and judicial branches

[www.mdmanual.net](http://www.mdmanual.net)

### **GOVERNOR MARTIN O'MALLEY and LT. GOVERNOR ANTHONY BROWN**

<http://www.msa.md.gov/msa/mdmanual/08conoff/html/01gov.html>

### **MARYLAND DEPARTMENT OF TRANSPORTATION**

John D. Porcari, Secretary of Transportation

<http://www.msa.md.gov/msa/mdmanual/24dot/html/dot.html>

### **MARYLAND'S CONSOLIDATED TRANSPORTATION PROGRAM**

[www.marylandtransportation.com](http://www.marylandtransportation.com)

### **GOVERNOR'S BASE REALIGNMENT & CLOSURE SUBCABINET**

<http://www.msa.md.gov/msa/mdmanual/08conoff/cabinet/html/base.html>

Chair: Anthony G. Brown, Lt. Governor

T. Eloise Foster, Secretary of Budget & Management

David W. Edgerley, Secretary of Business & Economic Development

Shari T. Wilson, Secretary of the Environment

Raymond A. Skinner, Secretary of Housing & Community Development

Thomas E. Perez, Secretary of Labor, Licensing, & Regulation

Richard E. Hall, Secretary of Planning

John D. Porcari, Secretary of Transportation

Nancy S. Grasmick, Ph.D., State Superintendent of Schools

James E. Lyons, Sr., Ph.D., Secretary of Higher Education

Asuntha M. Chiang-Smith, Executive Director

45 Calvert Street, Room 402, Annapolis, MD 21401

410-260-6116

Email: [mgeorge@gov.state.md.us](mailto:mgeorge@gov.state.md.us)

Fax: (410) 974-5615

In January 2007, the Governor convened the BRAC Subcabinet to coordinate planning for the growth that will accompany the realignment, authorized by Congress, of federal military bases in Maryland. The Subcabinet was established by statute effective June 1, 2007 (Chapter 6, Acts of 2007).

All State action to support the missions of military installations in Maryland are coordinated and overseen by the Subcabinet. This includes related initiatives in the areas of workforce readiness, business development, education, health care facilities and services, community infrastructure and growth, environmental stewardship, workforce housing, and transportation.

The Subcabinet consists of the Lieutenant Governor (chair) and nine ex officio members. Authorization for the Subcabinet continues until December 31, 2011.

Local Government Subcommittee (formed in August 2007)

John R. Leopold, Anne Arundel County Executive

Sheila Dixon, Baltimore City Mayor

James T. Smith, Jr., Baltimore County Executive

William Clark Manlove, President, Cecil County Board of County Commissioners

Jan H. Gardner, President, Frederick County Board of County Commissioners

David R. Craig, Harford County Executive

Kenneth S. Ulman, Howard County Executive

Isiah (Ike) Leggett, Montgomery County Executive

Jack B. Johnson, Prince George's County Executive

GENERAL ASSEMBLY'S JOINT COMMITTEE ON BASE REALIGNMENT & CLOSURE

Roy P. Dyson, Senate Chair (chosen by Senate President), 301-858-3673

David D. Rudolph, House Chair (chosen by House Speaker), 301-858-3444

Appointed by Senate President:

James E. DeGrange, Sr. (Anne Arundel County)

Nancy Jacobs (Harford County)

Allan H. Kittleman (Howard County)

Katherine A. Klausmeier (Baltimore County)

James C. Rosapepe (Prince George's and Anne Arundel counties)

Appointed by House Speaker:

Mary-Dulany James (Harford County)

James J. King (Anne Arundel County)

Mary Ann Love (Anne Arundel County)

James E. Malone, Jr. (Baltimore and Howard counties)

Donna M. Stifler (Harford County)



In September 2007, the Senate President and House Speaker made the following additional appointments to the Joint Committee on BRAC: Senator Rich Madaleno (Montgomery County), Delegate William Bronrott (Montgomery County) and Delegate Daniel Riley (Harford County). Legislation will be introduced in January 2008 to formally expand the committee membership.

Staff: Claire E. Rossmark and Jody J. Sprinkle  
c/o Department of Legislative Services  
Legislative Services Building, 90 State Circle, Annapolis, MD 21401  
301-970-5350

The Joint Committee on BRAC was authorized in October 2007 (Chapter 469, Acts of 2007). The Committee provides legislative oversight of the State's response to the Base Realignment and Closure (BRAC) process, mandated by the U.S. Congress. In cooperation with State and local governments, the Committee seeks to speed the approval of improvements to the infrastructure needed to support the influx of people and jobs associated with the realignment of federal military bases in Maryland. Such improvements are needed in planning and the infrastructure for education, health care, housing, transportation, and water and sewer.

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MONTGOMERY COUNTY HOUSE AND SENATE DELEGATION

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**To: BRAC Task Force**  
**From: Pam Browning, Greater Bethesda Chevy Chase Coalition**  
**Date: November 20, 2007**  
**Subject: Recommendation to Study the Purple Line Loop for BRAC**

### **Purple Metro Line Loop**

In January 2003, County Executive Doug Duncan proposed the Purple Line Loop (PLL) -- a plan developed by staff of the Washington Metropolitan Area Transit Authority (WMATA) that connects the two branches of the Metrorail's Red Line with a Metro Line Loop. The 4.7 mile PLL would connect the Silver Spring and the Bethesda Medical Center Metro stations using heavy rail. Essentially, it would travel from Silver Spring on the railroad right-of-way to the north side of the Beltway west of Forest Glen. To get to Medical Center, it would enter a tunnel to pass back under the Beltway and reach the Medical Center Station. Along the Beltway, there could be stations at both Walter Reed Annex and at Connecticut Avenue. There would be parking and bus access to the station on Connecticut Avenue. (See attached map.)

WMATA staff favored the seamless PLL connection because it would increase Metro ridership while improving Metro service. For example, it would provide a one-seat ride from Union Station, north to Silver Spring and across the Loop to Bethesda Medical Center and Grosvenor, and thereby lessen congestion at Judiciary Square and Metro Center stops. It would improve Metro's ability to respond to emergencies -- when a station is closed downtown, trains could still travel north on the red lines via the Loop. And the PLL would allow for growth and expansion, especially with the possibility of future connections to Virginia and White Oak.

### **Proposed BRAC Recommendation**

The County should ask the State to conduct an Environmental Impact Study of the Metro Purple Line Loop plan, in light of the fact that: 1) the Loop plan may better address BRAC and NIH growth and provide superior long term transportation solutions for the County, 2) the State's current fiscal situation means there will be no immediate request for construction funding for the Purple Line, allowing time to study this route, and 3) there is strong community opposition to the proposed Inner Purple Line (IPL) alternative, that would construct a light rail along the Capital Crescent Trail between Bethesda and Silver Spring.

### **Background**

In January 2003, Planning Board staff reviewed the PPL plan at the request of the County Council. At the Planning Board Hearing on January 30, 2003, the Planning Board found that the PLL is technically feasible. They also recognized the operational advantages of using Metrorail technology to join Silver Spring and Bethesda.

Two of the five Planning Board members believed that the PLL should be fully studied with an EIS. "Among the advantages they see in the Purple Line Loop are the following: the regional importance of an expanded Metrorail system; the national security importance of adding redundancy to Metrorail operational capabilities; economic development; avoidance of the community impact and degradation of trail experience caused by the Georgetown Branch [light rail along the Capital Crescent Trail]; and the prospect of Metrorail extensions to Virginia and

White Oak made possible by the Purple Line Loop.” (Planning Board Chairman, Derick Berlage, Letter to County Council President, Michael Subin, January 31, 2003.)

But three of the Board members preferred not to study the PLL further, because they believed the IPL would be less expensive, more cost effective (though they acknowledged there would be greater ridership on the PLL), better serve land uses between Silver Spring and Bethesda, and in a position to request federal construction funds sooner.

**However, “all five commissioners agreed that if for whatever reason the decision is made not to request construction funding authorization for the Georgetown Branch option, then planning funding should be sought to complete an [EIS] that examines the PLL along with the IPL.” (Glen Orlin, County Council Staff memo to County Council, January 31, 20003).**

### **Current Situation**

In 2007, the County and State are not in a position to seek immediate Federal funding for construction of the Purple Line. There are no State funds available to match Federal funds.

And thus, there is time now to re-consider aspects of the Purple Line and whether there are superior ways to meet County needs and whether there are new factors that could play a significant role in the re-evaluation of the Metro Line Loop plan.

The Metro Line Loop plan should be revisited with BRAC and NIH expansion in mind. The Federal Government might give points or priority to a plan that provides much needed infrastructure for BRAC and NIH, improves the Metro system, and enhances national security.

In addition, serious consideration should be given to the very strong opposition in the community and among trail users to building the light rail Purple Line along the popular Capital Crescent Trail. This opposition could very well undermine attempts to obtain Federal funding. It would be far wiser to seek a consensus plan that unites, rather than divides, the community around a transit plan.

As determined by the Planning Board in 2003, the Metrorail Loop plan does not need to impact the plans for the Purple Line between Silver Spring and New Carrollton. “A future rail extension from Silver Spring to Langley Park, College Park and New Carrollton could be constructed with connections to either a Metrorail loop or the Inner Purple Line light rail” (Planning Board Staff Report, January 31, 2003). Plans for transit between Silver Spring and New Carrollton can be developed based on the needs and concerns of those communities.



# Purple Line Loop

